

M. Gains
Court Milliner.
HOTEL MANSIONS.
A CHOICE ASSORTMENT OF
Dinner and Theatre
Blouses.

The China Mail.

ESTABLISHED 1845

M. Gains
COURT MILLINER.
12, ROBINSON ROAD,
KOWLOON.
Ladies' and Children's
HATS
FINEST VALUE & STYLES.
A SPECIAL STUDY.

No. 14012.

號九月三年八零百九千一英

HONGKONG, MONDAY, MARCH 9, 1908.

日七初月二年申戊

PRICE, \$3.00 Per Month.

Intimations.

THORNE'S
OLD VAT

\$15
PER
CASE



Assupled
to the
House of
Commons.

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & Co. Ltd.

Hongkong, May 1, 1907.

NOTICE.

UNDER instructions from the General
Manager, Mr. F. J. ARBOIT will
be in Charge of the Company's Business at
this Port during my absence from the
Colon on leave.

R. A. HEWITT.

Hongkong, March 7, 1908.

WANTED IMMEDIATELY.

SHIP'S SURGEON.

Apply to
ENG HOK FONG S.S. CO.,
87, Des Voeux Road Central,
Hongkong, March 7, 1908.

WANTED.

INTERPRETER, competent to translate
Russian into English. Must be ex-
perienced and reliable.
Apply to
'RUSSIAN'
Care of 'CHINA MAIL' Office.
Hongkong, February 17, 1908.

NOTICE.

WE have authorized Mr. EDWARD
NISHIM to sign our Firm in Hong-
kong and China from this date.
E. D. SASSOON & CO.
Hongkong, March 6, 1908.

COMMERCIAL UNION ASSURANCE
COMPANY, LIMITED.

I have this day resumed charge of the
HONGKONG BRANCH of the above
Company.
W. H. TRENCHARD DAVIS,
Branch Manager & Underwriter.
Hongkong, March 6, 1908.

DEVONIAN SOCIETY.

THE ANNUAL DEVONIAN DINNER
will be held at the HONGKONG
HOTEL on SATURDAY, 14th March,
at 8 o'clock p.m.
Devonians wishing to attend are request-
ed to send their names to
M. S. NORTHCOOTE,
Hon. Sec. & Secretary.
Hongkong, March 6, 1908.

M. C. C. TURKISH CIGARETTES.

THE BEST on the MARKET.
SOLE AGENTS FOR SOUTH CHINA AND THE
STRAIT SETTLEMENTS.
A. KOTAS & CO.,
NEW TRAVELLER'S HOTEL,
Hongkong, January 24, 1908.

WEST RIVER TRIPS FROM
HONGKONG.

Round Trip 6 Days.
Comfortable Steamers—Delightful Climate.
THE most interesting and picturesque
scenery in South China.
For further information, apply to
BUTTERFIELD & SWIRE,
Agents, West River British S.S. Co.,
Hongkong, October 20, 1907.

INTERNATIONAL SLEEPING
CAR & EXPRESS TRAINS
COMPANY.

(THE GREAT TRANS-SIBERIAN
ROUTE TO EUROPE).
HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates
of passage, etc., in connection with above.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, August 7, 1907.

PATELL & CO.,

SHAMEEN, CANTON.

Export & Import Merchants

AND

Commission Agents.

IMPORTERS OF

WINE AND

PROVISIONS.

Business Notices.

W. S. BAILEY & CO.

ENGINEERS & SHIPBUILDERS,
FOUNDERS & BOILERMAKERS.

RIVER STEAMERS, TUGS, MOTOR BOATS.
HIGH-SPEED AND SHALLOW-DRAFT VESSELS A SPECIALTY.

ESTIMATES FOR ALL IRON AND STEEL WORK.
NEW LAUNCH FOR SALE.

TELEPHONES: 187 and K. 21. CABLES: SHEWAN, TOMES & CO.

CHAMPAGNE

THE LEADING BRAND

G. H. MUNN & CO.

REIMS

BY SPECIAL APPOINTMENT TO



Shewan, Tomes & Co.

GENERAL AGENTS

For

HONG KONG, CANTON

& MACAO.

Hongkong, January 27, 1908.

R. F. HUME & CO.

Telephone 381.

P.O. Box 1404.

CABLE ADDRESS 'HUMANITY' HONGKONG.

CODES A. B. C. 5TH EDITION, AND HOLZAPFEL'S PRIVATE.

HOLZAPFEL'S COMPOSITIONS COMPANY, LTD.

(R. F. HUME, Representative).

S.S. MAURETANIA, the largest and fastest Mail Steamer afloat,

was Painted with Holzapfel's International Composition.

WINE GROWERS' SUPPLY Co.

HONGKONG IMPERIAL BREWERY Co., Ltd.

Importers of All Brands of Manila Cigars.

C. E. WARREN & Co., TILE MANUFACTURERS.

Hongkong, February 28, 1908.

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1908.



**HARBOR MASTER'S DEPART-
MENT.**

IT is hereby notified that information
has been received from the MILITARY
AUTHORITIES that GUN PRACTICE
will be carried out as under:-

On MONDAY, the 9th, to FRIDAY, the
13th March:-

From Mt. Parker and District, in a South-
easterly direction, at ranges up to 6,000
yards, commencing at 10.30 a.m., and
finishing at 4 p.m. daily.

On SATURDAY, the 14th March:-

From Stonecutters, in a Westerly direc-
tion, at ranges up to 6,000 yards,
commencing at 9.30 a.m., and finish-
ing at 4 p.m.

On FRIDAY, the 29th November:-

From Stonecutters in a Westerly direc-
tion, at ranges up to 10,000 yards,
commencing 7 a.m., and finishing
at 10 p.m.

If the weather is unfavourable on any
of the above dates, Practice will take place
on the following day.

All ships, junks and other vessels are to
keep clear of the ranges.

BASIL TAYLOR, Comd., R.N.,
Harbour Master, etc.

Hongkong, March 6, 1908.

GENERAL FORWARDING.

All kinds of Goods Received,
Packed and Shipped by the
Mail or Cargo Steamers at
Lowest Rates of Freight Pre-
paid or forward.

Regular Shipments Contracted
for on favourable terms.

Insurance Effected according to
Instructions.

CHINA EXPRESS Co.,

Telephone 685.

3 Duddell Street,
Hongkong, Dec. 20, 1907.

CLEARANCE SALE.

WE are holding a CHEAP SALE to
clear part Old Stock for 14 DAYS
ONLY, from 4th to 18th March. Compre-
sing:- Glassware, Crockery, Enamel, Elec-
tro-plated Ware, Marble Clocks, Iron, and
Brass Bedsteads, Countertops, Down
Quilts, Carpets, Door Mats, Socks, Table-
cloths, etc., etc. Must be sold to make
room for new and complete stock.
Reduction on above mentioned Goods of
25% Cash on delivery.

A. TACK & CO.,

28, Des Voeux Road, Hongkong.

Hongkong, March 4, 1908.

THE CARLTON HOTEL.

Most Centrally Situated—Elegantly Furnished.

VERY COMFORTABLE RESIDENCE

FOR PERMANENT BOARDERS AND TOURISTS.

FIRST CLASS TABLE. TERMS VERY REASONABLE.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.



BEWARE OF IMITATIONS. SOLE MANUFACTURERS:

BELL'S ASBESTOS CO., LTD., LONDON.

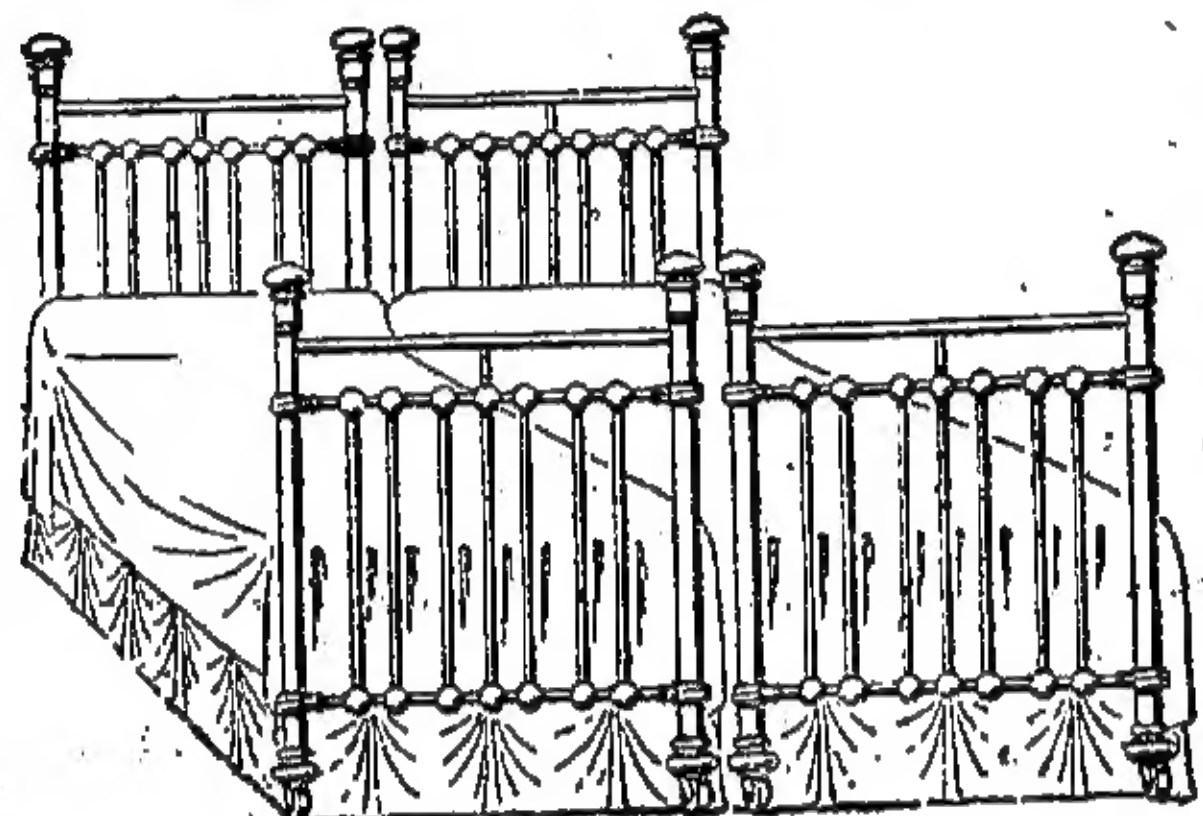
LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND

OFFICE:- 8, DES VOEUX ROAD.

LANE, CRAWFORD & CO.

TWIN BEDSTEADS.

IN BRASS AND ENAMELLED ART COLORS.



This Pattern
in
White Brass
Mounted
size 6 ft. 6 in.
by
3 ft. 3 in. each
\$60.00
per Pair.

LANE, CRAWFORD & CO.

WILKS & JACK, LD.

ELECTRICAL AND MECHANICAL ENGINEERS
AND CONTRACTORS.

OFFICES AND SHOWROOMS:

14, Des Voeux Road, Hongkong.

TELEPHONES: 358 & 38 K.

SOLE AGENTS FOR

The General Electric Co., Ltd.

The Welsbach Gas Light Co., Ltd.

AGENCIES:-

J. J. THORNYCROFT & Co., Ltd.

W. H. ALLEN, SON & Co., Bedford.

'PETERS' OIL ENGINES, BLAKE PUMPS,

&c., &c., &c.

ALWAYS IN STOCK:

Steam Dynamo Sets, Kerosine Engines, Electric Light

Supplies, Cables, Wires, Fixtures, Telephones, Bells,

Welsbach Incandescent Gas Fittings, Welsbach

Mantles, Marine Motors, Bearing Metals.

INSPECTION OF STOCK INVITED.

ELECTRO-PLATING AND REPAIR WORKSHOPS AT

KOWLOON.

Hongkong, September 3, 1907.

MEE CHEUNG & CO.,

PHOTOGRAPHERS.

PHOTOGRAPHS of the Hongkong Races are now on Sale. Pictures from every

conceivable corner of the Race Course. Splendid Assortment. Complete Set

in Album, for \$12.00. Also Lantern Slides at 50 Cents each.

STUDIO-ICE HOUSE STREET STORE-BEACONSFIELD AROADE.

Hongkong, February 18, 1908.

ORIENTAL HOTEL

No. 2, Queen's Road Central.

Telephone No. 197.

Mrs. M. MATTHEW, Proprietress.

A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.

CUISINE under European Supervision. Grills at short notice. Private Bar and

Billiard Rooms. Monthly Rates for Single and Double.

Telephone Address 'COMFORT' HONGKONG.

For particulars, apply to
Hongkong, September 24, 1907.

THE CARLTON HOTEL.

Most Centrally Situated—Elegantly Furnished.

VERY COMFORTABLE RESIDENCE

FOR PERMANENT BOARDERS AND TOURISTS.

FIRST CLASS TABLE. TERMS VERY REASONABLE.

APPLY TO

THE MANAGER.

CRUICKSHANK'S COUGH REMEDY.

A Valuable Remedy for Influenza, Colds, Bronchitis, Asthma,

and all Diseases of the Chest and Lungs—Price \$1.00 per bottle.

ANISEED AND LICORICE COUGH BALSAM.

For the relief of Coughs, Colds, Hoarseness, and Soreness of the

Chest—50 cts. and \$1.00.

MARTIN'S MIXTURE.

A specific for Influenza, Hay Fever, Cold in the head—
Price \$1.00.

VICTORIA DISPENSARY.

Business Notices.

GREEN ISLAND CEMENT CO., LTD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$5.00 per Cask, ex Factory.

In Bags of 250 lbs. net, \$3.00 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

FAIRALL & CO.

Telephone 644. 7 and 9, Pedder Street

Are Showing a Good Assortment of

AMERICAN SHOES

FOR

LADIES AND CHILDREN.

JUST ARRIVED.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND COUSINE.

THOROUGH UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Manager.

2187

PEAK HOTEL.

ADAMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

OPEN to the South Winds in Summer and protected from the North-east Winds in

Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent

islands for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Terms:—From \$5 per day Max. Telephone Add: 'Peak Hotel.'

Hongkong, February 6, 1908.

THE SINCERE CO.

111, CONNAUGHT RD.—215, 217, 219 & 221, DES VOEUX RD., HONGKONG.

UNIVERSAL PROVIDERS.

TAILORS, HATTERS & MERCERS.

ENGLISH AND AMERICAN BOOTS AND SHOES,

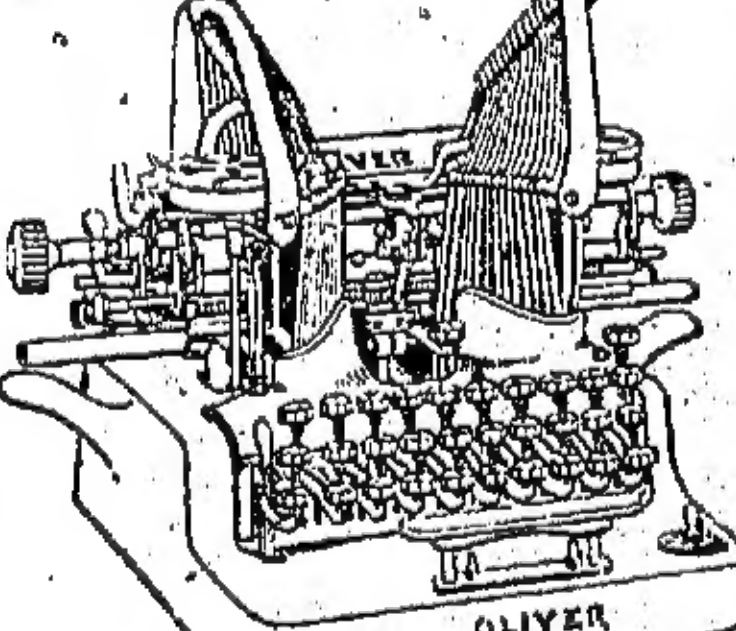
Drapery, Silks, Watches, Clocks, Crockery, Ironmongery,

Grocery, Furniture, Rattan Ware, Tobaccos, Cigars,

Cigarettes, Sewing Machines.

Our Prices are marked in plain figures.

Hongkong, September 23, 1907.



OLIVER

STANDARD

VISIBLE TYPEWRITER.

Clean, Simple, Quick, Durable.

HEAVY MANIFOLDER.

ROMBACH & CO.,

174, QUEEN'S ROAD CENTRAL.

Sole Agents.

Hongkong, December 12, 1907.

BREWER & Co. Limited

PEDDER STREET—ADJOINING MAIN ENTRANCE HONGKONG HOTEL.

TELEPHONE No. 696.

NOW READY.

Chronicle Directory, China, Japan, Straits Settlements, &c. ... \$10.00 & \$5.00

Rosenstock's Directory, Hongkong, Manila, Shanghai, &c. ... 7.00

South China Post Directory, Hongkong and Neighbourhood ... 2.00

South China Post Directory, Hongkong, &c., with Bigler and Diary ... 4.00

A Large Stock of the Latest Colonial Novels, \$1.75 each, 3 for \$5.

All the Latest Books by every English Mail.

Sole Agents in China:

For the Blickensderfer and Wellington Typewriters.

GAMES OF ALL KINDS—INDOOR AND OUTDOOR.

CHAMPAGNES, SHERRIES, MARSALES, MADEIRAS, PORTS, CLARETS, BURGUNDIES, WHISKIES, BRANDIES, GINS, VERMOUTHS, BITTERS, LIQUEURS, ALES, BEERS & STOUTS.

Caldbeck, Macgregor & Co.,

Wine and Spirit Merchants.

15, QUEEN'S ROAD CENTRAL.

Hongkong, March 6, 1908.

Banks

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS.....\$15,000,000
Sterling.....\$15,000,000
Silver.....\$15,000,000
REVENUE LIABILITY OF.....\$15,000,000
PROFITABLE.....\$15,000,000

COURT OF DIRECTORS:—

Hon. Mr. Henry Kewick—Chairman.
E. Gortz, Esq.—Deputy Chairman.
G. Friesland, Esq.
A. Fuchs, Esq.
C. S. Gubbay, Esq.
C. H. Harcourt, Esq.
H. E. Mohr, Esq.

CHIEF MANAGER:—

Hongkong—J. R. M. SMITH.
Shanghai—H. E. R. HUNTER.

LONDON BRANCH:—

HONGKONG AND SHANGHAI BANKING CO., LTD.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2% per annum on the daily balance.
On Fixed Deposits at the rate of 4% per annum on the daily balance.

J. R. M. SMITH, Chief Manager.

Hongkong, February 10, 1908.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

INCORPORATED BY ROYAL CHARTER 1863.
HEAD OFFICE, LONDON.
PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS.....\$15,000,000
REVENUE LIABILITY OF.....\$15,000,000
PROFITABLE.....\$15,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT

at the rate of 2% per annum on the daily balance.

ON FIXED DEPOSITS:—

For 12 months.....4%
For 6 months.....3%
For 3 months.....2%
For 1 month.....1%
JOHN ARMSTRONG, Manager.

Hongkong, January 7, 1908.

THE MERCHANT BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1863.
HEAD OFFICE, LONDON.
PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS.....\$15,000,000
REVENUE LIABILITY OF.....\$15,000,000
PROFITABLE.....\$15,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT

at the rate of 2% per annum on the daily balance.

ON FIXED DEPOSITS:—

For 12 months.....4%
For 6 months.....3%
For 3 months.....2%
For 1 month.....1%
JOHN ARMSTRONG, Manager.

Hongkong, January 7, 1908.

THE BANK OF TAIWAN LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

AUTHORIZED CAPITAL.....Yen 5,000,000
PAID-UP CAPITAL.....Yen 2,500,000
RESERVE FUNDS.....Yen 2,500,000

HEAD OFFICE:—TAIPEI, FORMOSA

BRANCHES AND AGENCIES:—
Amoy, Kobe, Nagasaki, Yokohama, Shanghai, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan, etc.

HONGKONG OFFICE:—

2, Des Vaux Road.
Interest allowed on Current Account.
Deposits received on terms which may be earned on application.

D. DOWD, Manager.

Hongkong, April 6, 1907.

YOKOHAMA SPECIE BANK.

ESTABLISHED 1880.
CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS.....Yen 15,550,000

BRANCHES AND AGENCIES:—

TOKYO, KOBÉ, NAGASAKI, YOKOHAMA, SHANGHAI, HANKOW, TIENTSIN, PEKING, MANCHURIA, KOREA, JAPAN, etc.

HEAD OFFICE:—YOKOHAMA.

HONGKONG—Interest allowed.
On Current Account at the rate of 2% per annum on the daily balance.
ON FIXED DEPOSITS:—
For 12 months.....4%
For 6 months.....3%
For 3 months.....2%
For 1 month.....1%
TAKIYO TAKAMOTO, Manager.

Hongkong, April 6, 1907.

Banks.

RUSSO-CHINESE BANK.

ORGANISED UNDER IMPERIAL DECREE OF 10th DECEMBER, 1896.
CAPITAL.....15,000,000 Roubles.
CAPITAL contributed by CHINESE GOVERNMENT.....5,000,000 R. Taels.
RESERVE FUND.....Roubles 9,240,000.

HEAD OFFICE:—ST. PETERSBURG.

London Office: 41, The Arcade St., E.C.

BRANCHES AND AGENCIES:—

Amoy, Kobe, Nagasaki, Yokohama, Shanghai, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan, etc.

HONGKONG OFFICE:—

2, Des Vaux Road.
Interest allowed on Current Account.
Deposits received on terms which may be earned on application.

D. DOWD, Manager.

Hongkong, April 6, 1907.

THE OVERLAND CHINA MAIL

Published to suit the Departure of each English and French Mail Steamer to Europe.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.)

The best paper for posting to friends at home.

\$17 per Annum (including Postage).

THE CHINA MAIL, LTD.

8, Queen's Road Central.

Hongkong, November 18, 1907.

WEEKLY NEWS FOR HOME.

Published to suit the Departure of each English and French Mail Steamer to Europe.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.)

The best paper for posting to friends at home.

\$17 per Annum (including Postage).

THE CHINA MAIL, LTD.

8, Queen's Road Central.

Hongkong, November 18, 1907.

GEO. P. LAMMERT

AUCTIONEER.

PUBLIC AUCTION.
THE Underigned has received instructions to Sell by Public Auction, on FRIDAY, the 13th March, 1908, commencing at 2.30 p.m., at his SALER ROOMS, DUNDRELL STREET.—
A COLLECTION OF RARE AND VALUABLE POSTAGE STAMPS, INCLUDING:—
Triangular Capes, Old Ceylon, Mulready Envelopes, Hongkong (early issue), Sydney Views, Portugal (Crown issue), &c., &c.
Terms—As Customary.
On View from Thursday, the 12th March, 1908.
GEO. P. LAMMERT, Auctioneer.

THE BISHOP OF VICTORIA AT KONGMOON.

The Bishop of Victoria paid a visit to Kongmoon last week for a confirmation, accompanied by his chaplain, the Rev. G. A. Bingham. He was met by the Rev. Mok Shu Tsang, the very energetic Chinese clergyman of the Canton district, and Mr. Ho, the catechist in charge of the Church of England Mission at Kongmoon. The building, which is in one of the chief streets, consists of a large Preaching Hall on the ground floor, in which preaching to non-Christians is held, and a church on the first floor.

The number of baptised persons has increased greatly during the last few years, and the church was crowded in spite of pouring rain, which prevented the attendance of a few members living at a distance. Nineteen men and ten women, all save one of mature age, were presented for confirmation to the Bishop by Mr. Mok. The service was marked by the reverent and attentive behaviour of those present.

After the service the Bishop was entertained by the Church members. In a very interesting speech Mr. Mok contrasted the early difficulties of the work with its present encouragements. So recently as eight years ago the church buildings were utterly destroyed by rioters and the workers driven away; now, however, the congregation was united and increasing in strength and good works. On the Bishop's return to his steamer, at a distance of several miles from the town, he was escorted by the leading male members of the congregation.

ARMS SMUGGLING.

Restricting the Trade.

(From Our Correspondent.)

CANTON, March 5.

The fact that petty Chinese officials have been frequently importing arms and ammunition under the plea that they were wanted as samples has raised the suspicion of the higher authorities, and as a consequence a limit has been placed which will make it difficult for these officials to carry on any extensive smuggling.

The Customs Commissioner has received instructions to notify the officials and public that samples are limited to two rifles and 1,000 rounds of ammunition. And shipment exceeding this limit will be seized unless permits from higher officials are produced.

It has been known for some time, to say nothing of arms and ammunition which are from time to time being smuggled into China, that the lower officials have made it a profitable business to now and then run a shipment. Rifles obtainable in foreign markets for \$10 are always saleable for \$40 or so in the interior.

Dentistry.

DR. HARRY FONG,

AMERICAN TRAINED DENTIST.

ELECTRIC AND Latest Improved Appliances.

81, QUEEN'S ROAD CENTRAL.

1878

S. I. EN TING

Surgeon, Dentist.

No. 14, D'ARVILLE STREET.

TERMS VERY MODERATE

Consultation Free.

A HISTORY OF UNION CHURCH.

BY REV. G. H. BONDFIELD and DYER BALL, M.A.

Edited by Rev. C. H. HICKLING.

To be had at the 'China Mail' Office, 8, Queen's Road Central.

Price

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goalkeeper had his work cut out to save, but there was no further scoring and the teams changed over with the Club leading by three goals to nil.

Though the game seemed all over "bar shouting," the Camerons made a desperate and sustained effort in the early stages of the second half, the forwards exhibiting good teamwork and the halves supporting them well. In defending Wishart gave took in anything but a sporting spirit and tried to get even with his opponent by resorting to doubtful play. On one occasion when Wishart and another player were racing for the ball, Maguire tried to jump Wishart and the referee awarded Wishart a free kick in the goal, which was taken by the Camerons and scored.

After this the Camerons got beyond the Club's defence and scored a splendid goal by Maguire, and Aulic also scored in defence. The Camerons had much the better of the play during the first quarter of an hour, but a strong defence kept Wishart and another player were racing for the ball, Maguire tried to jump Wishart and the referee awarded Wishart a free kick in the goal, which was taken by the Camerons and scored.

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LIMITED.

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BUILDINGS
For
Fashionable

MILLINERY

Exclusive

and
Correct
Styles.

Wm POWELL, Ltd.

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Hotels.

CLARENCE HOUSE.
33, 34 & 35, NORTH BRIDGE ROAD,
SINGAPORE.
First-Class Boarding House.
Room for one per day, \$5.00.
Room for two per day, \$8.00.
Monthly Rates: Single—\$100 & \$110.
Two in a Room, \$50 extra.
Hongkong, November 2, 1907. 1754

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SHAUKWAN ROAD.

A Pleasant Drive along the Sea Front,
either by Tram or Ricksha.

FIRST-CLASS ACCOMMODATION
AT MODERATE RATES.

Under European Management.

MACHADO'S FAMOUS STRING BAND
will be in attendance

EVERY SUNDAY EVENING,
from 4.30 to 8.30 p.m.

Dancing will be held every SATURDAY
EVENING from 7.30 p.m. to
11.30 p.m.
Telephone No. 393.

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CLARKE,
CONSULTING ENGINEERS AND
SURVEYORS.

3, Queen's Building, Hongkong.
64, CHANCE ALLEY, SINGAPORE.

CABLE ADDRESSES:
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Lieber's Standard; Watkins; and A.I.

TELEPHONE No. 232.

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PARTNERSHIP REGISTRATION
BANKRUPTCY LAWS IN
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EAST PRATA RECLAMATION

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AS PROPOSED TO THE HONGKONG
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LOT-HOLDERS BY SIR PAUL
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S. Moutrie & Co., Ltd.,

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CHATER ROAD.

Hongkong, April 16, 1907.



A. S. WATSON
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BEER & STOUT

Robert Porter & Co.'s

CELEBRATED

BULL DOG

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BULL DOG

BRAND

LIGHT ALE

MARRIAGE.

RATNEY-RUTTER.—On March 9, at St.

Andrew's Church, Kowloon, by the Rev.

W. J. STEVENS, W. J. RATNEY, of the

Comptrol Office, to ELIZABETH, eldest

daughter of R. F. RUTTER, Hongkong and

Whampoa Dock Company.

DEATH.

On February 5th, at Folkestone, Mrs.

CALDWELL, widow of the late Mr. H. C.

Caldwell, solicitor, of Hongkong. Deeply

regretted.

MEMOS FOR TO-MORROW.

Meeting.

12.30 p.m.—Meeting of The Hongkong

Fire Insurance Co., Ltd., at Messrs

Jardine, Matheson & Co.'s Offices.

Amusements.

9 p.m.—Performance at City Hall.

Miscellaneous.

Goods per *Prinz Ludwig* undelivered

after this date subject to rent.

General Memoranda.

WEDNESDAY, March 11.—

Transfer Books of Geo. Fenwick & Co.,

Ld., close from this date to 14th inst.

inclusive.

Goods per *Marmion* not cleared at 4

p.m. on this date subject to rent.

THURSDAY, March 12.—

2.30 p.m.—Auction of Valuable House-

hold Furniture, &c., at No. 5, Queen's

Gardens, Peak Road.

Transfer Books of China-Borneo Co., Ld.,

close from this date to 26th March

inclusive.

FRIDAY, March 13.—

10.30 a.m.—Military Gun Practice.

2.30 p.m.—Auction of Postage Stamps,

at Mr. Geo. P. Lamont's Sales Rooms.

SATURDAY, March 14.—

Noon—Meeting of Geo. Fenwick & Co.,

Ld., at Hongkong Hotel.

12.30 p.m.—Meeting of Hongkong and

Kowloon Wharf & Godown Co., Ld.,

at City Hall.

8 p.m.—Dinner at Hongkong

Hotel.

MONDAY, March 16.—

Goods per *Bendora* undelivered after

this date subject to rent.

WEDNESDAY, March 18.—

Transfer Books of China & Manilla Steam

ship Co., Ld., close from this date to

21st March inclusive.

SATURDAY, March 21.—

Noon—Meeting of The China-Borneo

Co., Ld., at Co.'s Offices.

Noon—Meeting of China Sugar Refining

Co., Ld., at Messrs Jardine, Matheson

& Co.'s Offices.

12.30 p.m.—Meeting of Lagoon Sugar

Refining Co., Ld., at Messrs Jardine,

Matheson & Co.'s Offices.

NOTICE.

Letters relating to business should be addressed

to THE MANAGER.

Communications relating to news should be

addressed to THE EDITOR.

Correspondents must forward their names

and addresses with any communications

addressed to the Editor, not for publication

but as evidence of good faith.

All letters for publication should be written

on one side of the paper only.

No anonymously signed communications that

have already appeared in other papers will be

inserted.

Orders for extra copies of THE CHINA MAIL

should be sent before 11 a.m. on the day after

publication. After that hour the supply is

limited. Cash 10 cts., Credit 20 cts. per

copy.

Alterations and additions to Advertisements

on Pages 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13,

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THE SEIZED STEAMER.

Suggestion by the "Times."

(Exclusive Service, supplied by Reuters, via Bombay.)

LONDON, March 8.

The "Times" urges that since

Portugal is also involved in the seizure

of the Tatsu Maru, the question should

be referred to the Hague for settlement.

[On March 5 we published a telegram

from Peking stating that China had herself

decided to submit the question to the

Hague—Ed. C. M.]

CHINA'S ATTITUDE.

The Case Goes to Peking.

(Chinese Mail's Service.)

Peking, March 8.

The Waiwupu has written very strongly to the Japanese Minister that China refuses to surrender the vessel without a fair enquiry being made into the circumstances attending the seizure, and insists on inviting other Powers to arbitrate.

The note continues that in the event of any fault being found on the part of the Chinese Admiral he shall be punished accordingly.

In the meantime instructions have been sent to Canton to transfer all documents, witnesses and everything in connection with the case to Peking to be dealt with there.

The Japanese reply to the above note is, it is stated, that Japan refuses to allow a third party to participate in the matter.

[REUTERS'S SERVICE.]

A Tokyo Suggestion

LONDON, March 8.

Reuters's Agency in Tokyo states that the Government does not intend resorting to force, but in the event of delay in surrendering the Tatsu Maru will possibly appeal to England or the United States to act as intermediaries.

CANTON RUMOURS.

CANTON, March 7.

Wild rumours are current among the Chinese here to the effect that owing to the attitude adopted by the Chinese Government in regard to the seizure of the Tatsu Maru the Japanese Minister at Peking has wired the Home Government for the despatch of four battleships which are to arrive at the Pescadore Islands to-day and that the war vessels are to remain there until the case is settled.

CANTON'S ATTITUDE.

CANTON, March 8.

At a mass meeting held to-day at the instigation of the Canton Self-Government Society, a resolution was passed that the Peking Government has the entire support of the people of Kwangtung to urge for a fair trial of the Tatsu Maru case.

A telegram embodying the resolution has been sent to the Peking Government.

SIR ROBERT HART'S VIEW.

Peaceful Settlement Urged.

According to Chinese papers Sir Robert Hart, to whom the Chinese Government has referred the matter of the seized vessel for his advice, has given an opinion in favour of a peaceful settlement. His opinion is based on the following:

1.—The vessel was not seized by order of the Customs.

2.—Vessels flying a foreign flag running between Macao and the neighbouring places are not under the control of the Customs there.

3.—The vessel was seized by order of the local authorities.

4.—Foreign vessels not in danger are not allowed to call at non-treaty ports.

5.—Foreign vessels which find it necessary to enter Chinese waters on their way to other ports may for the purpose of avoiding the tide, or for other accountable reasons, anchor in Chinese waters.

6.—Such vessels anchoring within Chinese waters, Chinese authorities may go on board for the purpose of satisfying themselves that no illegal purpose is intended.

7.—The present case China has to establish undoubted proof to justify the seizure.

8.—Macao is a foreign port and vessels have frequently to leave outside Macao harbour or within Chinese waters, in which case it is necessary for the vessels in question to give a satisfactory account of their reasons for doing so.

9.—Macao being a Portuguese Port, waters in front of the port are international waters and are not within Chinese jurisdiction.

10.—In the case of the Tatsu Maru II, unless actual landing of cargo took place in Chinese Territory the Customs there could not interfere in any way.

11.—That the cargo consists of arms and ammunition for the use of the Macao Government has been proved by permits from the Macao Government.

12.—The mere fact that the vessel was lying there was not sufficient reason to

MACAO'S REGULATIONS.

The following excerpts from the Macao

"Official Bulletin" of October 12, 1907, regarding dealings in arms and ammunition in Macao, will doubtless be read with interest.

Article 10, which deals with the import, sale and export of arms, provides that

any person who wishes to import or export arms must obtain a permit from the Colonial Secretary of Macao, sanctioned by His Excellency the Governor, and this permit is only valid for the time therein specified.

Article 12 says that the imported arms and war materials can only be exported to any place by first obtaining from His Excellency the Governor a search permit, and subject also to the sanction of the Harbour Master after he has made the necessary enquiries. The Colonial Secretary having been notified by His Excellency the Governor will also grant a license for the exportation which must be presented to the officer in charge of the Government Depot who will register the arms leaving the depot.

Article 13 regulates the selling of arms and war materials by special license, but these arms can only be sold to trading firms in the port of Macao, the number of arms being limited by the register of the arms. The number to each junk is limited and the Harbour Master has the power to alter the register of any junk at his own discretion. Each junk in Macao is entitled to possess two rifles and 100 cartridges for the use of the crew.

Arms dealers pay a license fee of \$1,200 per year, in addition to Government stamp duties.

FANCY FOOTBALL MATCH.

The members of the Dramatic Club of the 3rd Middlesex Regiment are playing in a Casualty Football Match on Tuesday next, the 11th inst., at 3 p.m., on the Garrison Parade Ground outside Murray Barracks, for the entertainment of the Married Families of the Garrison. The match is, of course, between the Members of the Dramatic Club only.

WHARF AND GODOWN CO.

The following is the report for presentation to shareholders at the twenty-first ordinary annual meeting, to be held at the City Hall on Saturday, March 14, at 12.30 p.m.

The Directors beg to submit to shareholders their report with a statement of accounts for the year ended 31st December, 1907.

ACCOUNTS.—The profit on working was \$350,290.37 as compared with \$407,083.17 in 1906, being a decrease of \$56,792.80.

The balance at credit of Profit and Loss account, after paying interim dividend of 4s. and including \$3,047.91 brought forward from last year is \$173,852.51 which is proposed to be appropriated as follows:—

Dividend of 3s. 6d. on 10,000,000 Shares, 39,750.00

Transfer to Depreciation and Repairs account, 90,000.00

Transfer to Insurance fund, 10,000.00

Carry forward to new account, 3,552.51

\$173,852.51

Business.—In almost all branches of the business there was a falling off, the most marked being in stocks of Yarn which fell below the average of some years past.

PROPERTY.—The exchange of land with Government was completed, and \$240,261.40 being received for the difference in area of the land exchanged. The floors of the principal godowns have been raised well above high water mark, doors and roofs strengthened, and the damage caused by the 1906 typhoon generally made good. The Yarn shed has been strengthened from front to end, the face of it repaired and its foundations strengthened.

WHARVES.—No. 2 Wharf, the Ferry Wharf and one small Wharf have been rebuilt, and are now practically new. The Sheers Wharf has been enlarged and the sea wall round the wharves cleared of typhoon debris and deepened so as to afford five berths for large vessels drawing 25 to 27 feet. West Point Wharf was rebuilt.

RAILWAYS.—In almost all branches of the business there was a falling off, the most marked being in stocks of Yarn which fell below the average of some years past.

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SPORTING.

Yachting.

R. H. Y. G. CRUISE RACE.

The Cruisers of the Royal Hong Kong Yacht Club had the best race they have had for a long time yesterday when they traversed a course from the Police Pier at Kowloon round a rock near Lintin Island for a cup presented by the Hon. Mr. May, Commodore of the Club. The wind was comparatively steady from the North East, though of varying strength, and all the boats had plenty to do when they got fairly into the open sea, where a strong wind and big swell were encountered. At the mark—a rock a little above high water mark—the sea was very rough and the cruisers had quite a tussle in rounding. At the start—the gun, by the way, was fired a minute too soon—Suipo (Chinese rig)—Hon. Mr. H. E. Pollock, M.L.C., had a lead, with Syren (European rig)—Hon. Mr. H. Kewick, M.L.C. close at hand. Then followed La Cigale (European rig)—Mr. Buno, Thistle (European) Australian (Chinese)—Mr. Kow, Miranda (Chinese)—Mr. G. K. Hall (British) and Eileen (Chinese).

On the run down the harbour Suipo was overtaken by Australian, Miranda, Syren and La Cigale and at the Sulphur Channel La Cigale was some length ahead of Australian and Miranda, which were in turn a few lengths ahead of Suipo and Syren. Miranda was likewise crowded, but they only held their own with the Chinese boats. Before Lama Island was reached Miranda had established a substantial lead, and when the mark was neared Miranda, to windward, La Cigale, further west, Australian, still further westward, and Syren a long way to leeward of Miranda surged down at a great rate, all in a line. Ships were some minutes astern in Miranda's wake. By this time the billows and freshening wind began to cause those on the boats an anxious time and all hands were compelled to hold fast.

By the time the mark was reached Syren had got a second or two ahead of Miranda and Australian, with La Cigale a little further astern. There was plenty of excitement. A big choppy sea and a lead mark to windward are not pleasant for a boat to round and she was not without a few shuddering moments as she rounded the mark.

Syren gave the mark a wide berth and Australian and Suipo swept round together, Miranda being to windward. By the time Miranda had headed her wind and was on the port tack for the best home Syren went about on the starboard tack and Miranda was so near at hand that she had to give way and went about. It was decidedly awkward. The waves roared over the rock a little to leeward, and its dangerous proximity forced Miranda around once again. She lost about five minutes over these manoeuvres and when she was again working in earnest Syren who had previously taken her topsails down was forging ahead at a great rate, every stitch drawing. La Cigale had also shot up into the running, whilst Australian had a good weather berth and soon overhauled Miranda (who had taken one reef in on approaching the mark to give her better steege way). Suipo rounded the mark some minutes after the first four boats, and Eileen was a long way astern with Thistle further aft.

The best home was a fine race. The first four boats were more or less even, though Syren and La Cigale soon showed a clean pair of heels to the Chinese rigged boats. Syren sailed better than she has done this season, and held her own well with the smaller craft but making light of the seas. Shortly the race resolved itself into a tussle between La Cigale and Syren, on the one hand and between Australian and Miranda on the other. Both pairs were close together. They separated, however, before Lama Island was reached. La Cigale and Syren, followed by Suipo, going Lamawards, whilst Australian and Miranda stood on a long board towards Chung-shue, with the hope of ultimately letting the benefit of the first of the abbe tide and a possible north wind. They made a mistake. It was soon seen that the yachts that had chosen the other course were better off, and after a while Australian deserted Miranda and went in chase of the others, who were by this time almost half down to the eastwards. When Australian neared Suipo she discovered that she had lost by her expedition to the west. Suipo, having a substantial lead that could not be decreased, Miranda, however, held right on behind Kowhaiu till the harbour was opened up and gained something on Australian. When the latter boat ultimately approached on a starboard tack between Greco and

Shipping.

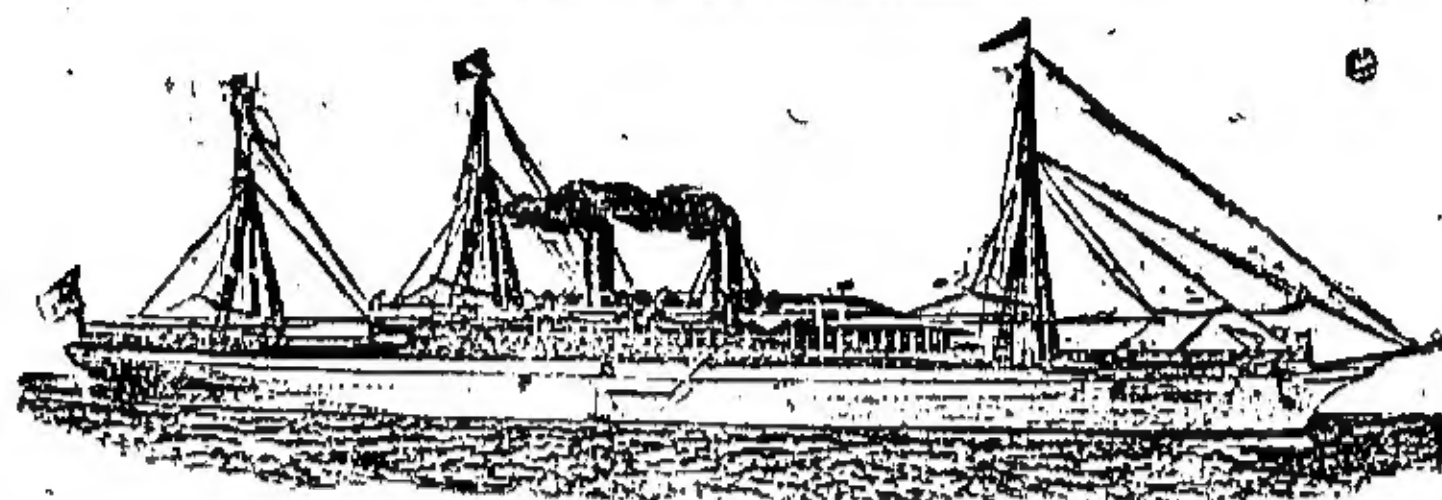
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES indicated—

DESTINATIONS	STEAMERS	TO SAIL ON	REMARKS
MARSHALLS, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	NUBIA	March 11th	Freight and Passengers.
SHANGHAI	MAJESTIC	March 11th	Freight and Passengers.
LONDON, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	MARMORA	March 21st	See Special Advertisement.
SHANGHAI, MOJI, KOBÉ & YOKOHAMA	PERA	March 24th	Freight only.

F. A. HEWETT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.
The only line that maintains a Regular Schedule Service of 11 Days across the Pacific to the 'EMERALD LINE' Sailing 5 to 10 Days Ocean Travel. 11 DAYS YOKOHAMA to VANCOUVER. 19 DAYS HONGKONG to VANCOUVER.

DESTINATIONS	STEAMERS	TO SAIL ON	REMARKS
YOKOHAMA, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	EMERALD	March 12th	Freight and Passengers.
YOKOHAMA, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	EMERALD	March 25th	Freight and Passengers.
YOKOHAMA, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	EMERALD	March 28th	Freight and Passengers.
YOKOHAMA, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	EMERALD	March 31st	Freight and Passengers.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new postal 'EMERALD' Steamships, 14,000 tons register. The through transit to Liverpool being 23 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TO SAIL ON	REMARKS
MARSHALLS, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	SAKURA MARU	March 11th	Freight and Passengers.
SHANGHAI, MOJI, KOBÉ & YOKOHAMA	AWA MARU	March 11th	Freight and Passengers.
YOKOHAMA, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	KAGA MARU	March 11th	Freight and Passengers.
YOKOHAMA, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	YAWATA MARU	March 11th	Freight and Passengers.

T. KUSUMOTO, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA -

28,000 TONS.

BETWEEN YOKOHAMA, KOBÉ, NAGASAKI, SHANGHAI, HONG KONG

And SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA' Captain C. F. AARIN. FRIDAY, 17th APRIL, at Noon, 1908.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, KOBÉ, and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

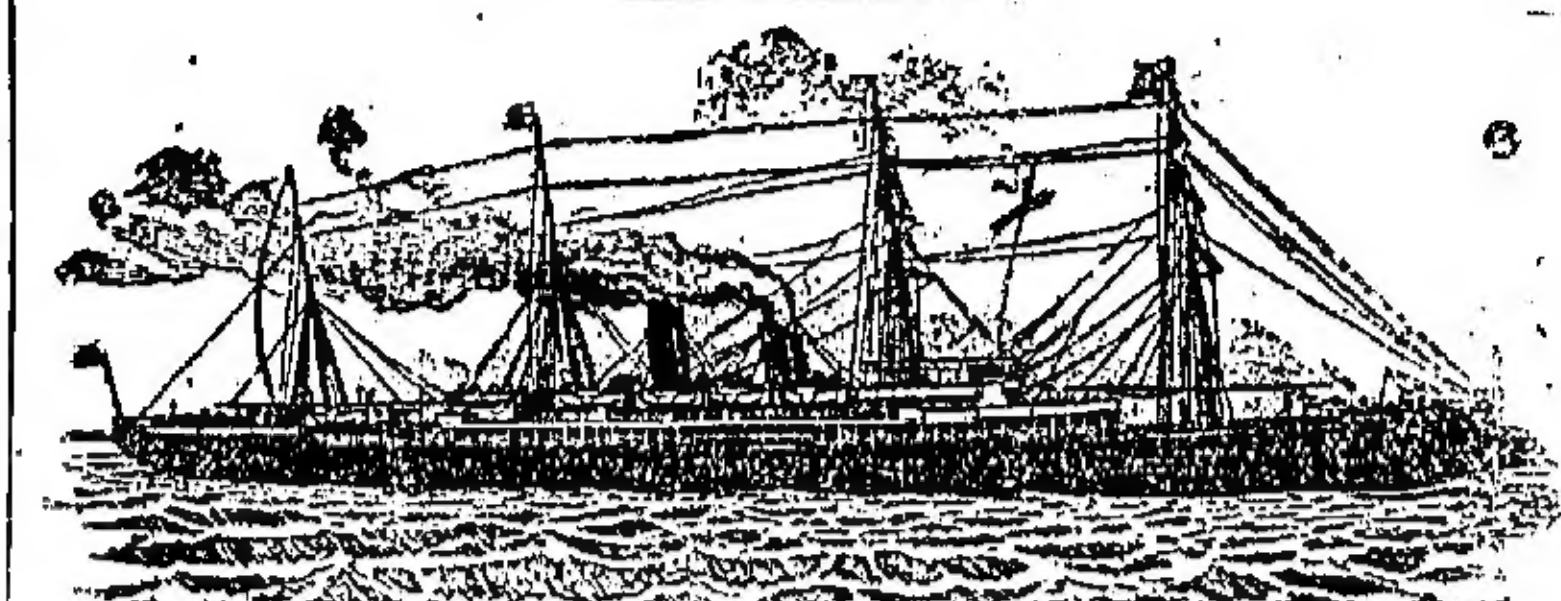
For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA Agents.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.
VIA HONOLULU,
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES, 1908.
HONGKONG MARU	FRIDAY, 20th Mar., at Noon.
KORIA	FRIDAY, 3rd April, at Noon.
AMERICA MARU	FRIDAY, 11th April, at Noon.
SIBERIA	SATURDAY, 18th April, at Noon.
CHINA	SATURDAY, 25th April, at Noon.
MANCHURIA	SATURDAY, 2nd May, at Noon.
NIPPON MARU	FRIDAY, 9th May, at Noon.
MONSIEUR	SATURDAY, 16th May, at Noon.

RECORD FAST TRIPS.

Yokohama to San Francisco, via KOREA, 18,000 tons, September 12-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, via SIBERIA, 18,000 tons, August 16th-30th, 1905; 4 days, 19 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 18th-31st, 1905, 13 days, 13 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 18th to 23rd, 1905 10 days, 10 hours and 29 minutes.

THE T.K.K. Steamship HONGKONG MARU will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBÉ, YOKOHAMA and HONOLULU, on FRIDAY, the 20th March, 1908, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, KELLING, MOJI, KOBÉ & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
ARABIA	4483	C. NEUMANN	10th March, at Noon.
NICOEDIA	4372	P. WAGMANN	Last Half of March.

Through Bills of Lading issued for Pacific Coast Ports and all Eastern, Canadian and United States Ports. For freight rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR

STEAMERS	TO SAIL
HOIHOW & HAIPHONG	SINAI, March 10, at 10 a.m.
MANILA	TRIN, March 10, at 4 p.m.
SHANGHAI	YANGTZE, March 11, at 4 p.m.
ONEFOO	KALANG, March 11, at 4 p.m.
SHANGHAI	LOCHOW, March 12, at 4 p.m.
NEWOWHANG	KWANGYANG, March 14, at 4 p.m.
CEBU & ILOILO	KALANG, March 20, at 4 p.m.

The attention of Passengers is directed to the superior accommodation offered by these Steamers, which are fitted throughout with Electric Lights. Untravelling Table.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon midships.

Electric Light—Portico—Cuisine—Surgeon—Stewardess carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	Manila	Saturday, Mar. 21, at Noon.
RUBI	2540	R. W. Almond	Manila	Mar. 28, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

S.S. SAINT PATRICK About 16th March, 1908.

For Freight and further information, apply to

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Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TO SAIL
SHANGHAI, MANILA, Cebu, SINGAPORE, PENANG, KUTSANG, YUENSANG, MANILA	TUESDAY, Mar. 10, at Noon.
SHANGHAI, MANILA, Cebu, SINGAPORE, PENANG, KUTSANG, YUENSANG, MANILA	FRIDAY, Mar. 13, at 4 p.m.
SHANGHAI, MANILA, Cebu, SINGAPORE, PENANG, KUTSANG, YUENSANG, MANILA	TUESDAY, Mar. 17, at 3 p.m.
SHANGHAI, MANILA, Cebu, SINGAPORE, PENANG, KUTSANG, YUENSANG, MANILA	FRIDAY, Mar. 20, at 4 p.m.

RETURN TOURS TO JAPAN AND BACK—Occupying 24 days.

The steamers Kutong, Namsang and Fooksang leave about every 3 weeks for Shanghai and Yokohama, via (Inland Sea) returning via Kobe and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and return at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified Surgeon is also carried.

These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, & Pootung.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For

STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN	WEDNESDAY, 11th March, at Noon.
SHANGHAI, NAGASAKI, KOBÉ AND YOKOHAMA	WEDNESDAY, 11th March, at Noon.
MANILA, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE	THURSDAY, 20th March, at Noon.
YOKOHAMA AND KOBÉ	FRIDAY, 3rd April, at Noon.
KUDAT AND SANDASAN	End of March.

For further Particulars, apply to

Norddeutscher Lloyd, MELCHERS & CO., General Agents, Hongkong & China.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT

S.S. PAUL BEAU, 1900 tons, 14 knots.

S.S. CHARLES HARDOUIN, 1900 tons, 14 knots.

Departure from Hongkong at 9.30 p.m. (Saturdays excepted).

Departure from Canton at 5.15 p.m. (Sundays excepted).

The Company's Wharf is at the end of WING LOK STREET (Tram Station).

CANTON AGENTS: Messrs E. PASQUET & Co.

For further particulars, please apply to

BARRETTO & Co., Agents. Hongkong, September 16, 1907.

COMPAGNIE DES CHARGEURS REUNIS.

ROUND THE WORLD LINE.

FOR SHANGHAI, CHINWANTAO, (TIENSIN & PEKING), KOBÉ, YOKOHAMA, HONOLULU, NORTH & SOUTH AMERICAN PACIFIC COAST, BUENOS AYRES, MONTVIDEO, WITHOUT TRANSIT.

Due here on or about March 16, will be despatched a few days later.

THIS steamer, twin-screw, 16,000 tons, newly built and has superior accommodation for first-class passengers. Only single and double berth-cabins, each fitted with electric fans, steam heating, writing table, wardrobe, drawing-room, smoking room, hair-dressing room. Doctor and Stewardess. The best line to go to Japan and America in visiting Peking and North China. Reduced rates of freight and passage.

For further particulars apply to

J. MILLET, Agent, FRENCH MAIL OFFICE.

Hongkong, February 21, 1908.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship ALDENHAM, Capt. St. JOHN GEORGE, will be despatched as above on SATURDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerated Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a daily qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents. Hongkong, March 4, 1908.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE via JAPAN PORTS.

(Kuretsu, Kobe and Yokohama.)

With liberty to call at Honolulu and Salina Cruz.

THE Steamship KASATO MARU, 8100 tons, will be despatched hence to Callao, Iquique, via the usual Ports of call, sometime First half of April, 1908.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.

The above steamer have splendid accommodation and is fitted throughout with Electric Light. A daily qualified Surgeon is carried.

K. MATSUDA, Manager, Yokohama.

Hongkong, April 15, 1907.

Notices to Consignees.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ LUDWIG, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before Tuesday, the 3rd March, at Noon.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 10th of March, will be subject to rent.

All Broken, Chipped, and Damaged Goods are to be left in the Godowns, where they will be examined on the 10th of March, at 9.30 a.m.

All claims must reach us before the 14th of March, 1908, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, March 5, 1908.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER MARMORA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo: From London, &c., or s.s. From Persian Gulf, ex B. I. S. N. and B. and P. S. N. Co.'s steamers.

Optional goods will be landed here unless instructions are given to the contrary before 8 hours.

Goods not cleared by the 11th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, March 5, 1908.

A G E N T S.

LONDON: F. ALAN, 11 & 12, Clement's Lane, London Street, E.C. 4.

SON & PLATT, 85, Gracechurch St., E.C. 4.

G. G. STRAKER & Co., Ltd., 20, Cornhill, London, E.C. 4.

GORDON & GORON, 15 St. Bride St., E.C. 4.

BATES, HENDY & Co., 81, Cannon Street, E.C. 4.

OMRON STREET, E.C. 4.

150, Fleet Street, E.C. 4.

CH. SNOW, 11, Holborn Viaduct, E.C. 4.

D. J. KILMER & Co., 3, Whitefriars St., E.C. 4.

E. C. MATHER & GROWTH, Ltd., 10, 11, 12 New Bridge St., E.C. 4.

MILTON & Co., 22, Glasshouse St., E.C. 4.

Regent St., W.

PARIS AND EUROPE: MAYNCE & Co., 18, Rue de la Harpe, Paris.

Boulevard, Paris. The Rev. Dr. HART, D.D., 12, Rue de Valenciennes, Paris.

NEW YORK: THE CHINESE EXPRESS OFFICE, 52, West 23rd Street.

SAN FRANCISCO and American Ports generally: BEAN & BLACK, San Francisco.

AUSLAND, TASMANIA, AND NEW ZEALAND: GORDON & GORON, Melbourne and Sydney.

CEYLON: W. M. SMITH & Co., THE APOTHECARIES, Colombo.

SINGAPORE, STRAITS, &c.: KELLY & WALES, Ltd., Singapore.

PHILIPPINE ISLANDS: A. S. WATSON & Co., Manila.

CHINA: GILBERT & Co. Amoy, THE AMOY STORE, Fookchee, Broomfield & Co. Shanghai, KELLY & WALES, Ltd. Yokohama, KELLY & WALES, Ltd.

THE CHINA MAIL, LTD., 8, Queen's Road Central.

Shipping. **PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave	Connecting Steamers	Due at	Due at
Colon	Hongkong	Marseilles & London	Brindisi	Plymouth
Tons	1908	Tons	Saturday	Saturday
			1908	1908
MAEMORA...10500	Mar. 21	through steamer	April 18	April 25
DELHI...8000	April 4	(calling at Bombay)	May 2	May 9
MAITA...8000	April 18	HIMALAYA...7000	May 16	May 23
DEVANHA...8000	May 2	MONGOLIA...10000	May 30	June 6
OCENA...8000	May 16	INDIA...8000	June 14	June 21
DELTA...8000	May 30	VICTORIA...8000	June 28	July 5
DELHI...8000	June 13	BRITANNIA...8000	July 12	July 19
AGADIA...7000	June 27	MOULTAN...10000	July 26	Aug. 2
MAITA...8000	July 11	CHINA...8000	Aug. 9	Aug. 16
DEVANHA...8000	July 25	MOLDAVIA...10000	Aug. 23	Aug. 30
MAEMORA...10500	Aug. 8	HIMALAYA...7000	Sept. 6	Sept. 13

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Arrangement in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following—

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING PASSENGERS AT REDUCED RATES.

Steamers	Leave	Due at
Hongkong	about	about
Tons	1908	1908
NUBIA...6000	March 11	April 9
MANILA...4500	March 25	May 11
BOHEO...5000	April 8	May 25
NOBE...7000	May 6	June 2
SUKAFA...5000	May 20	June 16
NAMUR...7000	July 1	Aug. 17
SARDINIA...6000	July 15	Aug. 31
NUBIA...6000	Aug. 12	Sept. 28
SYRIA...7000	Sept. 9	Oct. 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

Carry 1st and 2nd Saloon Passengers.

For further particulars, Apply to

E. A. HEWITT,

Superintendent.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE

BETWEEN HONGKONG, SOUTH CHINA

COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

LEAVING

FOR

SHANGHAI, Via SWATOW, WEDNESDAY, 12th
AMOI AND FOCHOW, Mar., at 8 a.m.
TAMUI, Via SWATOW, SUNDAY, 15th
AND AMOI, Mar., at 10 a.m.
TAMUI, Via SWATOW, SUNDAY, 22nd
AND AMOI, Mar., at 9 a.m.

These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amplest.

Unusually Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at SECOND FLOOR, No. 1, QUEEN'S BUILDINGS.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE. **BOSTON STEAMSHIP CO.**

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA.

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
TRENTON	9608	T. W. Garlick	17th March
SOVERIC	6232	W. Shotton	9th April
KUMERIC	6232	Cowley	2nd May

+ Cargo only. * Passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

* The twin-screw s.s. Trenton and Trenton are fitted with very superior accommodation for First and Second-Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

Dodwell & Co., Limited,

QUEEN'S BUILDINGS. GENERAL AGENTS.

Shipping. **AUSTRIAN LLOYDS STEAM NAVIGATION COMPANY.**

STEAM FOR

FIUME AND TRIESTE Direct, Calling at

SINGAPORE, PENANG, COLOMBO,

BOMBAY, KARACHI, ADEN, SUEZ

AND PORT SAID.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, ZIMBABWE, GUAY, RIO DE JANEIRO, LAMPA, GUAY, and ARIARIZ PORTS.)

THE Co.'s Steamship

VORWAERTS, 6000 tons,

Captain B. BENZ, will be despatched

on or about TUESDAY, the 17th

March.

This Steamer has splendid accommodation

for passengers, Electric Light and

carries a qualified Doctor and Stewardess.

For information as to Passage & Freight,

apply to

SANDER, WIELER, & CO.,

Agents.

Princes' Buildings.

Hongkong, February 28, 1908. 325

FOR

STRAITS, OCEAN, AUSTRALIA,

INDIA, ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH

AND LONDON.

Through Bills of Lading given for BATA-

VIA, PERSIAN GULF, CON-

TINENTAL, AMERICAN AND

SOUTH AFRICAN PORTS.

THE Steamship **MANMORA**, Captain

G. I. C. WATSON, a.s.n., carrying His

Majesty's Mail, will be despatched from

this for MARSEILLES and LONDON, on

SATURDAY, the 21st March, at Noon,

taking Passengers and Cargo for the above

Ports.

Silk and Valuable, all cargo for France

and London will be forwarded without

transhipment.

Passes will be received at this Office

until 4 p.m. the day before sailing. The

contents and value of all packages are

required.

For further Particulars, apply to

E. A. HEWITT,

Superintendent.

Hongkong, March 7, 1908. 378

'SHIRE' LINE OF STEAMERS,

LIMITED.

FOR LONDON, ANTWERP AND

HAMBURG.

THE Steamship

MONMOUTHSHIRE

will be despatched for the above ports on

or about TUESDAY, the 31st March.

Doctor and Stewardess carried.

For Freight & Passage, apply to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, March 2, 1908. 329

REGULAR

STEAMSHIP SERVICE TO NEW

YORK.

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON & NEW YORK.

STEARNS.

To SAIL 1908.

For Freight and further information,

Apply to

DODWELL & CO., LTD.,

Agents.

J. EYES' FLUID

DISINFECTANT

SOLE AGENTS:

W. G. HUMPHREYS & CO.

BANK BUILDINGS.

Hongkong, May 18, 1906. 1024

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes

7.30 a.m. to 8.30 a.m. Every 10 minutes

8.30 a.m. to 11.00 a.m. Every 15 minutes

11.30 a.m. to 12.45 p.m. Every 15 minutes

12.45 p.m. to 1.15 p.m. Every 10 minutes

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7.00 p.m. to 8.00 p.m. Every 10 minutes

POSTING YACHT DESIGNING.

Offer to the Corinthian

Yacht Club.

Dr. H. Hays, of Siam, has the sporting

instinct fully developed. On Friday night

he made the splendid donation of \$300 to

the Corinthian Yacht Club as a prize for

the best boat designed this year for the

services of the Club, the selection to be in

the hands of the Committee. The Doctor

came to make this offer as the result of a

discussion which ensued at a dinner tendered

to the Commodore of the Club, Dr. Francis

Clark, at the dining room of the Hotel, prior

to his departure to England.

Mr. E. F. Gibson, in making a few con-

gratulatory remarks of the work of the

Commodore, suggested that when Dr. Clark

reached England he might take the opportunity

to ascertain if a new design might not be

made for the club-giving a faster and more

suitable boat than the one-design type now in use.

He suggested that a boat something after the

model of the Verdon, of the Royal Hongkong

Yacht Club, should be selected, and he

expressed the opinion that it would meet the

needs of men who wanted a sound sea

boat and a fast boat.

Mr. W. H. Donald threw the apple of

argument on the table when he rose to

suggest that the Club should be cautious in

introducing a new design into the club, as

that would be likely to build. The Corinthian

was undoubtedly the strongest yachting

organisation in the Colony at the moment,

and the most progressive, and the reason

it had attained that position was simply

because it had adopted a boat that was

good in every way and cheap of construction.

He asked the Club to profit by the

experience of the Royal Hongkong Yacht Club.

As a yachting club it was slowly sinking,

and the reason was that its boats were far too

expensive to build. New men who were

aspirants to sailing a yacht of a good

class would be deterred by the cost of two

thousand dollars in a boat, and even a

second hand boat at half the sum would not

attract them. The Corinthian Club would

be wise to leave high-priced boats alone.

A suggestion that they might find way to a construction, however, was

the introduction of a racing dingy class.

In Australia the 8-foot class was extremely

popular and an enormous amount of pleasure

was derived by those who owned and sailed

them. They had the dual advantage of being

cheap and light, and there were many men in

the colony who could not run to the expense of

a large boat who would be only too pleased to

buy a dingy that would cost but a nominal sum

and yet provide good sport. If a better class

of large boat was sought it may pay the Club

to keep to the one-design class, and to

have a racing dingy class, and to have a

second hand boat at half the sum would not

attract them. The Corinthian Club would

be wise to leave high-priced boats alone.

Mr. Gibson was for progress—he thought

the dingy class was a retrogression. He knew

of half a dozen members who would go in for

boats such as he had suggested.

Mr. Lyons fully agreed that the warning

tendered by Mr. Donald was timely. He

considered that the progress of the club

would be insured by a cheaper boat than

crude the one-design now in vogue. He had

a boat in mind the Tip-out type—that not

only gave speed and comfort but had the

distinct advantage of being cheap. He would

build one for \$150, and a boat that could travel

like a Tip-out and at the same time be so

seaworthy as a cheap boat was what the club

needed.

Mr. Cook felt that the question of a new

design was the rock that the club would split

on if they were not careful. They had the

experience of the Royal Club before them,

and it had been proved that a high-priced

boat was not what was wanted. The club

needed a boat that would give them the

pleasure of sailing but would not cost them

more than they could afford. He supported

the dingy scheme as a second class of boats

for the club but thought a 12-foot type

would be the best. Great sport had been

got out of such boats.

Mr. McKelvey also supported a cheaper

against a drier class, and felt that with the

provision of masts for dingies a great

slip would be given the Club. A large

number of members would be gained.

Mr. Crake, preferred a better boat than

the one now adopted. He believed a

factor yacht than the one now used could

be built for the same money as was paid

for the one-design boats. But there should

be no difficulty about classes at all. The

Club could have two or three or four

sections if need be. The club ought to be

able to have a racing dingy class, and a

better class—a championship class. Then

all sections of the Club would be

satisfied.

Mr. E. M. Hazell (the Vice-Commodore)

personally preferred a fast boat, but

recognised that care should be taken not to

let desires for better boats outrun

discretion. The matter needed careful

consideration.

Dr. Hays was a very attentive listener

to the discussion on this subject and asked

the privilege of speech. It was granted,

and he said that while he scarcely knew

the stem of a yacht from the stern he was

gratified to see the Club so interested in

the subject of progress in the Club, and

being a sportsman who was a looker on

rather than an active participant, he was

moved to make an offer which he hoped

might assist the dissolution of any

little difficulty and put the Club on the

right path. He had no objection to the

plan in the bank before he went away

the sum of \$300 (applause) to be given as

a prize to the man who produced the boat

most suitable to the uses of the Club, the

boat selected to become the property of the

Club, and the theme of it to be the Hay-

ward Prize. Other details he would leave

in the hands of the Committee who would

have the judging of the boats (Applause).

Mr. Donald thought that the Club was

under a great debt of gratitude to Dr. Hays.

He had shown himself, in the

magnificent offer he had made, to be a

sportsman of the first water. He was a

stranger in a strange land as it were, and

yet he had exhibited a generous regard for

the welfare of a club that had no claim upon

him and no right to any special regard

from him, in a magnificent way. What he

had done should be an example to local

citizens who were unable to participate in

sport but who should assist it and foster it.

He would move that the best thanks of

the Club be tendered Dr. Hays.

The vote was most cordially tendered,

and Dr. Clark moved and Mr. Hazell

seconded that Dr. Hays be made a life

honorary member of the Club. This was

carried unanimously.

On the motion of Mr. Donald, seconded

by Mr. L. Guy, it was decided to present

Dr. Hays with a burgee of the Club and an

enlarged photograph of the Club House

(similar to one that evening presented to

Dr. Clark).

Dr. Hays briefly responded and said that

now he had been made an honorary member

of the Club he would like to be kept in

touch with the Club when in far away

England. He would regard its future with

interest.

HONGKONG AVERAGE MARKET PRICES. Corrected to Thursday, March 6th, 1908. At 100 cents per Dollar Mexican.

Batcher Meat.

Beef sirloin & prime cut—Mel Hong Pa	lb 20
Corned—Ham Ngau Yuk	20
Roast—Shin	20
Breast—Ngau Lam	15
Soup—Tong Yuk	15
Steak—Ngau Yau Pa	20
Cutlet—Ngau Lau Sirloin	20
Sausages—Ngau Chong	25
Bullock's Brains—Slow	per set 10
Tongue—Teeh—Ngau Ai	each 50
Corned—Ham Ngau Id	55
Head—Ngau Tau	65
Heart—Ngau Sum	15
Hump—Salt—Ngau Kin	18
Feet—Ngau Kerk	each 7
Kidneys—Ngau Yiu	10
Tail—Ngau Mei	17
Liver—Ngau Con	13
Tripe (addressed)—Ngau To	6

Calves Head & Feet—Ngau chat-tan-kak	set \$1.00
Mutton Chop—Young Pal Kwat	lb 22
Log—Young Pal	22
Shoulder—Young Shan	10
Pigs' Chittings—Chi Kwong	23
Brains—Chi Kwong	per set 23
Feet—Chi Kerk	12
Fry—Chi Chak	15
Head—Chi Tau	18
Heart—Chi Sum	each 7
Kidneys—Chi Yiu	8
Liver—Chi Con	13
Pork Chop—Chi Pal Kwat	23
Corned—Ham Chai Yuk	23
Log—Chi Pal	23
Fat or Lard—Chi Yau	18
Sheeps' Head and Feet—Young Tan Kerk	set 50
Heart—Young Sum	each 6
Kidneys—Young Yiu	10
Liver—Young Con	13
Sucking Pigs, To Order—Chi Chai	22
Sect, Best—Sang Ngau Yau	20
Mutton—Sang Yung Yau	24
Veal—Ngau Chai Yuk	20
Sausages—Ngau Chai Chong	20

Poultry.

Chicken—Kai Chai	lb 32
Capon, Large, Small—Sin Kai	30
Ducks—A	20
Doves—Pan Kan	each 15
Eggs—Hen—Kai Tan	per dozen 24
Fowls, Canton—Kai	lb 33
Kailan—Hoi Nam Kai	30
Geese—Ngai	10
Geese, Wild—Shi—Shi Yee Ngai	paid
Minx Deer—Wong Keag	each
Hare, Shanghai—To Chai	—
Partridge—Chi Kai	65
Pheasant—Shan Kai	paid
Pigeons, Canton—Pak Kap	each 34
Holbrock—Hoi Hoi Pak Kap	20
Quail—Um-Chun	21
Rice Birds—Wo Pa Chouk	dozen
Suipes—Sa-Chouy	each 24
Turkeys, Cook—Phor Kai Rang	60
Hen—Na	45
Wild Ducks, Shai—Shanghai Sal-ap	paid
Real—Sal Ap Chai	60
Wild Ducks Canton—Sang Shing Sal Ap	at \$1.05

Fish.

Barbel—Ka Yu	lb 15
Bream—Bin Yu	13
Canton Fresh Water Fish—Hoi Sin Yu	14
Carp—Li Yu	18
Catfish—Chik Yu	11
Codfish—Mon Yu	14
Croaker—Hal	18
Cuttle Fish—Mok Yu	13
Dab—Sa Mang Yu	14

